

COUNTRY East Germany

REPORT NO.

TOPIC Brandenburg-Briest Airfield

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REF ID: A66713
NOT CIRCULATE

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1. The following observations were made at Brandenburg-Briest airfield between 23 August and 8 October 1952.

Between 23 August and 7 September. An IL-10 plane with the [redacted] was stationed at the field. It was repeatedly observed towing an air sleeve which was fired at by eight MiG-15s. The IL-10 plane remained aloft for 1 to 2 hours.

26 August. In the morning, 24 MiG-15s and the IL-10 were parked on the runway. Between 1:30 and 2 p.m., about 10 MiG-15s took off. Only four of them were observed landing.

8 September. There was no air activity. It was raining.

9 September. Between 9:12 and 9:25 a.m., a MiG-15 plane practiced flying. The visibility was good, and the cloud base was high. Between 9:30 and 11 a.m., the IL-10 plane towed an air sleeve while six MiG-15s simultaneously were in the air for firing practices. Between 11:20 a.m. and 12:50 p.m., the IL-10 with a tow target again was aloft while five MiG-15s practiced firing individually. The IL-10 plane was in the air a third time between 1:15 and 3:20 p.m., while eight MiG-15s practiced firing.

10 September. At 9:20 a.m., a group of about 50 air force soldiers armed with carbines was trucked from the Landesanstalt to the field. The soldiers practiced firing with carbines at the auxiliary firing range in Jagen (Forest-subarea) 21 until 2:30 p.m. At 3 p.m., 12 MiG-15s were towed by trucks from the flight control building to the east end of the runway. Between 6:30 and 10:30 p.m., there was air activity by individual MiG-15s with set position lights. The searchlight located at Rosenhof rotated during air activity and repeatedly beamed its light at a plane.

11 September. One MiG-15s each landed at 9:45, 9:50, 9:55, 10, and 10:10 a.m. in good weather. The IL-10 plane landed at 10:15 a.m., after releasing the air sleeve. At 2 p.m., the IL-10 plane and six MiG-15s were again aloft. At 9 p.m., a searchlight was in operation at the field although there was no air activity.

12 September. There was no air activity. It began to rain.

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15 September. Eighteen MiG-15s were observed at the east end of the runway at 7:30 a.m. [redacted]

[redacted] Twelve of them had been towed there from the flight control building at about 6 a.m. All of the planes, [redacted] were fitted with auxiliary fuel tanks. The IL-10 plane was still observed at the field.

16 September. Air activity was conducted between 10 a.m. and 5 p.m.

18 September. Between 6:30 a.m. and 4 p.m., flying was also practiced at Brandenburg-Arado airfield.

16 to 20 September. A searchlight was in operation after 8 p.m.

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21 September. At 11 a.m., 24 MiG-15s and 2 single-engine planes were counted at the field. Of the MiG-15s, six were parked in Jagen (forest-subarea) 30.

[redacted] The remaining planes were covered with tarpaulins and parked in front of the flight control station.

25 September. Intensive air activity started at 6:30 a.m. At the same time, flying was also practiced at Brandenburg-Arado airfield.

26 September. There was air activity at both fields between 6:30 a.m. and 10 p.m.

27 September. Flying was practiced between 7:30 a.m. and 4 p.m. At 4:30 p.m., 20 MiG-15s were counted at the runway in Jagen 30 and 4 MiG-15s and 2 Yak-11s in front of the flight control building. A searchlight was in operation until 10 p.m. It began to rain.

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29 September. At 10:15 a.m., six MiG-15s [redacted] took off and assembled in formation, heading west. The planes landed at 12:50 p.m. In the afternoon, there was individual flying by MiG-15s. At 2:30 p.m. a formation of 43 IL-10s flying in four squadrons aft of each other headed west.

30 September. No air activity was observed at the field.

1 October. At 2 p.m., 24 MiG-15s were counted at the field. Eighteen of them were parked at the runway.

2 October. The field was occupied by 24 MiG-15s.

Between 2 and 7 October. There was day flying by MiG-15s.

8 October. The occupation at the field was unchanged.¹

2. The AA gun emplacements at Rosenhof were still unoccupied prior to 12 September. Construction work was in progress on 6 or 7 sites in Jagen 39. Aircraft revetments were probably being built there.² It was observed almost daily that a group of 14 to 18 sergeant majors and senior sergeants, armed with pistols, and wearing visor caps without oak wreaths or aviation badge, marched to the field. The sergeants possibly were officer candidates. Only a few officers with golden epaulets, but many officers with silver epaulets were noticed at the field. [redacted]

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3. On 26 September, a PKV-45 DF station was observed west of the Brandenburg-Prielow road.

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4. Between 10:45 and 11:30 a.m. on 3 October, 12 jet planes were parked in the southeastern corner of the field and 8 MiG-15s on the northern edge of the field. A MiG-15 plane was being towed by a jeep along the northwestern edge of the field into the woods. At 11:24 a.m., a biplane with a two-man crew

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took off. Seven shrapnel-proof aircraft revetments were observed on the southwestern edge of the field.

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1. Comment. Brandenburg-Briest airfield is occupied by a fighter regiment. It is believed that more than 24 MiG-15s are stationed at the field. Source probably could not observe all the planes actually parked there. The formation of six MiG-15s, which took off on 29 September and returned to the field after 2 hours and 35 minutes, probably made an intermediate landing at another airfield. aircraft of the fighter regiment at Brandenburg-Briest airfield cooperated with ground attack planes from Oesau and Reinsdorf on 29 September. Possibly, the planes participated in an exercise conducted by Soviet Army troops.

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2. Comment. No definite information has been received on the number of AA guns and the pin-point location of the AA gun emplacement at the field.

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